

# REPORT

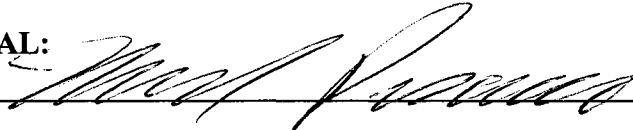
**DATE:** June 7, 2007

**TO:** Regional Council

**FROM:** Sheryll Del Rosario, Associate Planner, (213) 236-1879, [delrosar@scag.ca.gov](mailto:delrosar@scag.ca.gov)

**SUBJECT:** PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve the PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP.

**BACKGROUND:**

On May 3, 2007, the Executive Committee authorized release of the Draft Programmatic Impact Report (PEIR) addendum of the 2004 Regional Transportation Plan (RTP) and Conformity Determination for the RTP and Regional Transportation Improvement Plan (RTIP) for a 30-day public review and comment period. Subsequently, a Notice of Availability was posted on the SCAG website [www.scag.ca.gov](http://www.scag.ca.gov) and published in major newspapers in the six-county region.

Amendment Number 3 addresses projects proposed to be added to the existing 2004 RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B was the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, which aims to improve performance on highly congested travel corridors. Amendment Number 3 focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region at its meeting held February 28, 2007, as well as additional project revisions requested by the County Transportation Commissions and Caltrans.

Staff has prepared an addendum pursuant to Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164. Staff has determined that the proposed amendment to the 2004 RTP would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. Therefore, inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP.

Amendment Number 3 also necessitated the preparation of a Conformity Determination. Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal

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funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). Conformity, with respect to the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The regional emissions analysis performed for Amendment Number 3 determined that projects identified would not result in an increase of established emissions budgets within the South Coast Air Basin.

At the conclusion of the 30-day public review and comment period, staff will document all comments and responses and incorporate them into the Final Amendment Number 3. Upon adoption by the Regional Council, Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP will be forwarded to the Federal Highway Administration (FHWA) for their review and certification. FHWA must act on this amendment before July 1, 2007.

## FISCAL IMPACT:

Preparation of the addendum to the 2004 RTP PEIR is covered under the Environmental Planning Staff work element 07-020.SCGS1. Preparation of the Conformity Determination is covered under the Air Quality and Conformity work element 07-025.SCGS1.

Reviewed by:

  
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Division Manager

Reviewed by:

  
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Department Director

Reviewed by:

  
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Chief Financial Officer